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PART-IIA

GOVERNMENT OF MEGHALAYA

NOTIFICATIONS

The 20th February, 2024.

No.UAU.81/2023/Pt/23. - The Governor of Meghalaya is pleased to notify "**The Shillong Urban Mobility Policy 2024**" with a vision to promote Sustainable, inclusive, reliable, and affordable mobility for all. The Policy will come into effect from the date of publication and is hereby published for general information.

1. Background

The capital city of Meghalaya - Shillong, known for its colonial charm, lush landscape, pleasant climate, is a unique blend of natural beauty and historical influence. The city plays a pivotal role in the State's vision of achieving a \$10 billion economy, contributing 40% to the State's GSDP. Being the center of economic activities, the city has attracted work force, students, as well as witnessed a large influx of tourists, attracting 12 lakh visitors annually to the State. Thus, Shillong is now a bustling urban center with diverse activities.

Growing share of unsustainable transport modes

In the recent years, the city's urban experience is losing its essence by the numerous challenges in mobility. There is a high dependency on private mode of transportation as seen in the State's alarming rise in private vehicle ownership with the highest CAGR for new vehicle registration in the country at 17.47% (2007-2017). People have also shifted to using private taxis for their daily commute which comprised of 7% in 2010 to 41% in 2018. As a result, walking has become less popular in the city, dropping to 12% in 2018.

High cost of traffic congestion

Inevitably, one of the most pressing issues in the city today is the traffic congestion, with severe blocks in the key areas. The streets can be often characterized by slow-moving traffic, overcrowding, and extended commuting time. People spend average 70 mins in traffic snarls daily to cross the city's major traffic junctions. Further, the average speed in the city is less than 15 km/h against a benchmark of 25 km/hr, whereas some of major junctions witness speeds of less than 5 km/hr. This has not only caused unpleasant experiences and costly commutes, but also led to loss of productive time. It is estimated that an aggregate INR 500 crores in annual opportunity cost to workers and businesspersons due to congestion.

Growing urban canvas

The present mobility issues are also due to the changing landscape of Shillong with the rapid population and economic growth in the city over the last two decades. The city has expanded beyond the Shillong Municipal Area (10 sq. km) to cover the Shillong Planning Area (SPA) of 288.5 sq. km. Owing to the expansion and increased demand, the city is now unable to cope with the growing mobility demands due to the challenges such as hilly terrain, narrow road width, and difficulty in land expansion.

Urban mobility and the economic vision

There is a need to respond to the challenges and opportunities presented by a growing and evolving city. The way people travel, and goods move have a significant impact on the experience of living, working and studying in or visiting Shillong. Further, being the largest urban center of the State, the city has immense potential to drive the economic growth vision of the Government of Meghalaya. Urban mobility can play a key role in unlocking the city's potential is realized, without harming the environment.

In this context, the State aims to create a livable and futuristic city with high quality of streets and mobility to enhance the overall city experience for residents and tourists. Thus, the GoM has designed an Urban Mobility Policy in response to the changing urban canvas and to re-imagine the urban mobility in Shillong.

2. Need for Policy Comprehensive framework to re-imagine urban mobility:

The GoM recognizes the role of mobility in the overall economic growth of the State, urban development of the city and, the quality of life of its citizens. It envisions to provide people-friendly, affordable, safe, and faster mobility for all. Several measures have been initiated towards this direction, such as designing the Blueprint for decongesting Shillong, conducting a Comprehensive Mobility Plan, introducing shared school bus services, improvement of junctions and road sections, etc. However, there is an absence of a dedicated and overarching framework for integrated mobility planning for Shillong.

By establishing a comprehensive policy, the city aims to unify various efforts, ensuring a synchronized approach to urban mobility challenges.

Forward thinking approach and embracing technological advances:

The evolving landscape of urban mobility, characterized by rapid technical advances and digital innovations necessitates a forward-thinking policy for Shillong. The city must be adaptive and responsive to emerging technologies and growing demand to optimize transportation efficiency and sustainability. The mobility policy becomes a crucial instrument in addressing these advancements, providing a structured approach to integrate smart solutions, enhance connectivity, and promote eco-friendly modes of transportation. Shillong's Urban Mobility Policy is designed not only to meet the present challenges but also to anticipate and embrace the transformative changes brought about by the dynamic nature of the mobility sector.

Empowering stakeholders and enhancing community engagement:

Stakeholder engagement stands at the core of any successful urban mobility strategy. Through public consultations, forums, and awareness programs, the policy emphasizes the significance of a bottom-up approach and actively involving stakeholders in decision-making processes. This approach ensures capturing valuable insights and feedbacks, allowing urban mobility initiatives not only to align with the diverse needs and aspirations of the people but aims to create a viable business ecosystem for the transport entrepreneurs such as taxi drivers, bus operators, etc. By empowering all stakeholders, including

communities, this policy aims to create a collaborative environment where the inputs of multiple stakeholders contribute to the development of an effective strategy.

Ultimately, Shillong's Urban Mobility Policy encapsulates a vision that goes beyond mere regulation, aiming to foster a culture of accountability, transparency, and collective participation for the city's sustainable and harmonious mobility future.

3. Guiding Principles of the Urban Mobility Policy

In shaping the Urban Mobility Policy for Shillong, six fundamental principles serve as the guiding pillars. These principles encapsulate the essence of a comprehensive and sustainable urban mobility framework tailored to the unique needs of the city.



Prioritizing Users -To provide affordable, convenient, inclusive and reliable mobility choices to users.



Fostering collaboration with service providers –
To create a conducive & financially sustainable business ecosystem.



Enabling stakeholders – To adopt a bottom-up, participatory and adaptive approach with all stakeholders



Effective regulation – To develop a forward-looking regulatory framework.



Harnessing technology – To adopt advancement in technology for an efficient mobility ecosystem.



Ensuring sustainability – To have an environment friendly urban mobility system.

4. Vision and Goals

Vision: “Shillong 2030: Sustainable, inclusive, reliable, and affordable mobility for all.”

To realize this vision, the following **goals** provide a roadmap for actionable steps and measuring progress.

20 Minute Neighborhood

Transform Shillong into a 20-minute neighborhood, ensuring accessibility within a short radius for all residents and businesses.

20 Km/H Public Transit

Increase Public Transit speed to 20KM/H, providing efficient and inclusivity mobility for all commuters.

20 Low Emission Zones

Create 20 Low Emission Zones across Shillong, promoting cleaner environment.

30% Public Transport Mode Share

Achieve a 30% mode share in public transport, enhancing accessibility and reducing congestion in Shillong.

30% Road space for NMT

Allocate 30% of road space to Non-Motorized Transport, prioritizing pedestrians & cyclists and make the city inclusive and safe.

30% Private trips in Shared

Mobility

Shift 30% of private vehicle trips to Shared Mobility options such as carpooling, promoting a collaborative and sustainable approach to urban transportation.

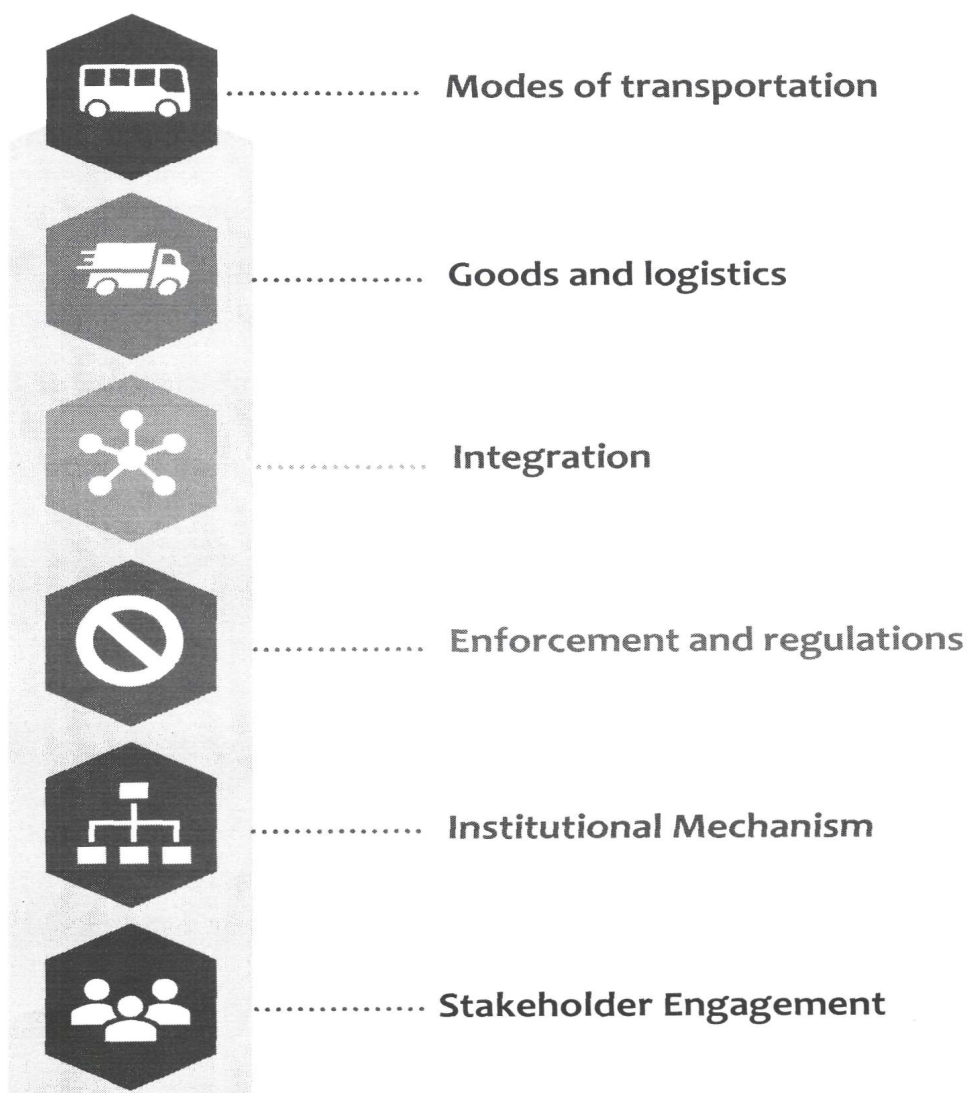


5. Plan and key intervention areas

Within the broader plan for designing a holistic urban mobility policy, 6 key intervention areas have been identified. These areas serve as focal points for targeted interventions aimed at a multi-faceted policy. Each area represents a critical component in the city's urban mobility landscape and provides the overall framework for the planning, designing, and implementation of mobility reforms in the city.

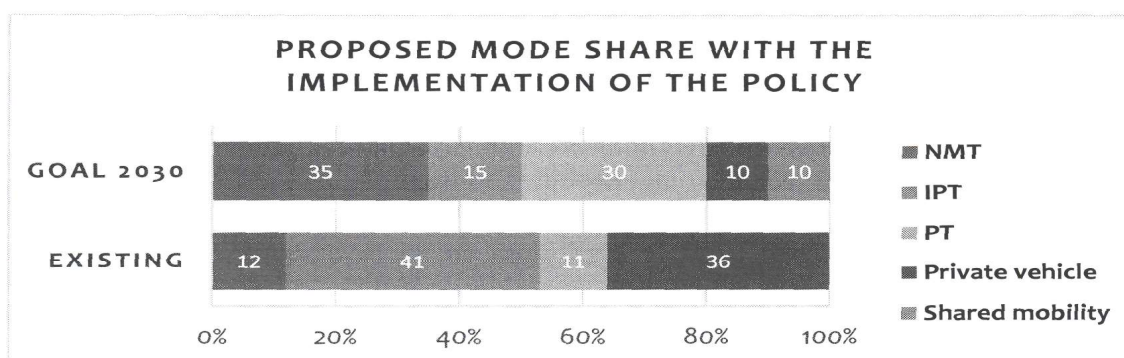
The following chapters detail out the key intervention areas and provides the short-term, medium-term, and long-term plan.

The 6 key intervention areas:

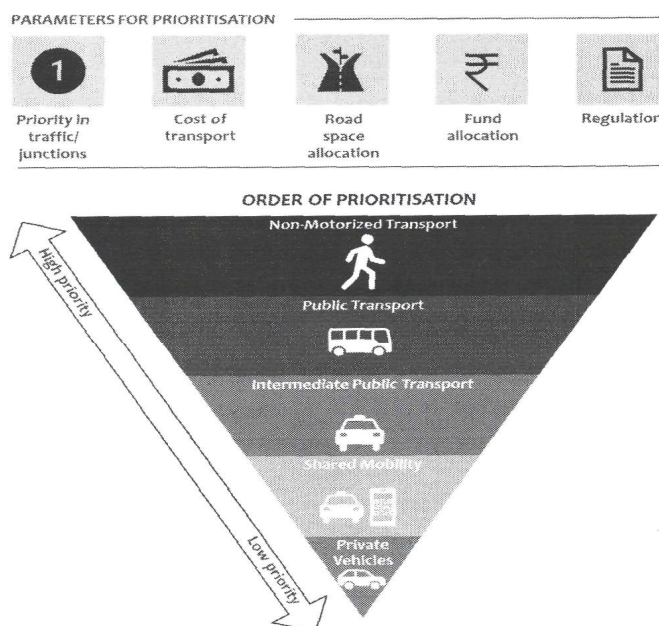


6. Mode of Transportation

In Shillong, the 5 major means of transportation used by people includes walking, taxis, public transportation, shared mobility, and private vehicles. Each mode of transportation offers services to different type of individuals and commuters, catering to various needs and have an important part in the mobility system of the city. The city's present and envisioned mode share with the implementation of the policy is highlighted below. As shown, the GoM aims to reduce the dependency on private vehicles and encourage a mode shift to sustainable mode of transportation, with NMT and PT given the highest preference.



To achieve this goal, this section summarizes the proposed interventions and reforms envisaged for each of the modes of transportation. As a guiding principle for the policy, the identified modes are prioritized in the following **parameters** and in the **order** shown in the figure below.



6.1. Non-Motorized Transport

Non-motorized Transport, also known as active transport, involves walking and cycling promoting cleaner environment and healthy lifestyle. Over the last decade, the share of walking as a mode of transport has drastically reduced in Shillong. By prioritizing NMT and developing NMT-friendly cities, the State plans to encourage people to re-adopt NMT.

Short-term (1-2 years)

- **Enhancing NMT Infrastructure:** Basic infrastructure shall be developed including walkways (preferably weather-proof), continuous and easily accessible footpath, street lighting, street furniture, cycle lanes and parking spaces. The design of the infrastructure shall be based on the principles of universal design.
- **Safer NMT:** Measures to make pedestrian ways safer shall be adopted such as regulating footpath activities like street vending, ensuring pedestrian crossing facilities at vulnerable / accident spots, synchronization of signals, signages and road markings, employing traffic calming measures etc.

Medium-term (2-4 years)

- **No emission zones (NMT Zones):** Exclusive NMT zones shall be created especially in congested / commercial areas, to offer pleasant experience. However, 'Pilot No emission Zones' shall be created in the city in the short-term itself.

Long-term (4-6 years)

- **Equitable road space:** 30% of road space shall be allocated along arterial and sub-arterial roads for NMT to ensure safety of pedestrians and cyclists.

6.2. Public Transport

Public Transport (PT) is the backbone of the city transportation as they have the capacity to carry higher number of people using minimum space. However, in Shillong, the share of public transportation is only 11%, against a benchmark of 30%. By re-organizing the public transportation system of the city, the State aims to provide reliable, convenient, and affordable services to all.

Short-term (1-2 years)

- **Increasing reliability:** The key focus shall be to provide reliable PT by enhancing the coverage in the city and introducing regular services through route rationalization. Setting up of technology-based monitoring system shall also be installed to ensure greater accountability on part of the service operators.
- **Reducing cost of PT:** Affordable services shall be offered by revamping operation models and deliberating measures including cross subsidization through parking, revenues, user fee, and other multiple other streams to reduce the burden of cost on the commuter and incentivize the public transportation services.

Medium-term (2-4 years)

- **Increasing speed of PT:** Development of high-speed green corridors by reserving a lane or one-way system for PT shall be explored to increase the speed of public transport, with less headway, reduced waiting time, and ensuring end-to-end connectivity.
- **Enhancing user experience:** Promoting the use of technology for functions such as monitoring mechanism, introducing smart mobility card, dedicated mobile application for journey planning, information assimilation, ticketing system, payment of fees, etc., shall be pursued to offer an delighted experience for the user.

Long-term (4-6 years)

- **Exploring alternative mobility options:** Alternative mobility options shall be considered such as ropeways, cable cars, vertical elevators, etc. given the uneven contour and terrain characteristics in Shillong.
- **Adopting environment-friendly PT:** Measures shall be taken to transition to greener fleets such as Electric Vehicles to reduce emissions and create cleaner environment through policies and capacity building.

6.3. Auto and Taxi (Intermediate Public Transport)

The Intermediate Public Transport services in Shillong, mainly the taxi services, play a significant role in offering transportation services to the people. In fact, 3 out of 5 trips in Shillong are by cars and taxis. Thus, they are a dominant means of public transport and already provide a form of shared mobility to the people. The State aims to improve the IPT services and safeguarding livelihoods.

**Short-term (1-2 years)**

- **High quality services:** Stricter enforcements and regulations shall be imposed to ensure that the taxi services provide comfortable and safe experience for the commuters. Setting up of a dedicated mechanism to report grievances shall also be explored for the benefit of the commuters.
- **Enhancing IPT infrastructure:** Developing supporting infrastructure such as designated embarkation and disembarkation points for the IPTs along with taxi stands, waiting sheds, parking for taxi etc. shall be done to improve services and safer commutes for all.

**Medium-term (2-4 years)**

- **Increasing income:** The IPTs shall be integrated into the formal mobility landscape and planning processes with an aim to improve livelihoods. Assistance shall be provided to offer premium services by regularization in terms of routes, fares, and vehicle design.

- **Use of technology:** Upgrading the IPTs through technological advancement such as introducing a unified mobile application for journey planning, online booking, GPS tracking, and payment shall be pursued. Further, the IPTs shall be integrated into the smart mobility cards for seamless payments.



Long-term (4-6 years)

- **Adopting environment - friendly IPT:** Measures shall be taken to transition to greener fleets such as Electric Vehicles to reduce emissions and create cleaner environment through policies and capacity building.

6.4. Shared Mobility

Presently, shared taxis serve as a predominant mode of shared mobility for the public, while shared buses by STEMS are catering to students. Anticipating the evolving mobility landscape, the government aims to enhance shared mobility by introducing private vehicle sharing. The goal is to shift 30% of 'private vehicle trips' (trips made in personal cars, two-wheelers) towards shared modes, aligning with the broader objective of sustainable and efficient transportation system in the city.



Short-term (1-2 years)

- **Formalizing shared mobility:** Regulatory provisions shall be provided to formalize shared mobility services such as shared taxis, car-pooling etc. These shall be integrated into the formalized transportation system of the city.



Medium-term (2-4 years)

- **Use of technology:** Advanced technical applications and tools shall be introduced for aggregate shared services to offer flexibility and on-demand services that can reduce personal car dependency.

6.5. Private Vehicles

The city has higher-than-average private vehicles due to the rising income and vehicle ownership aspiration of the residents. This has resulted in a greater number of vehicles on the roads than the existing narrow roads can accommodate. While travelling by private vehicles has become convenient, the external cost to society such as traffic congestion, high carbon emissions per person, loss of time, etc. can go overlooked. Thus, the city intends to emphasize on travel demand management of private vehicles with the aim to reduce its use in favor of higher capacity transport systems.



Short-term (1-2 years)

- **Putting additional price on private vehicles:** Optimizing parking shall be used as a key travel demand management tool. Parking shall be treated as a private good and parking prices shall be introduced for both on-street and off-street parking of private vehicles in the city. No parking zones shall be demarcated in the city and fines shall be imposed for illegal parking.

- **Nudging behavioural change:** Initiatives to nudge travel behaviour change from private vehicles to sustainable modes including NMT, PT, IPT, and shared mobility shall be undertaken through IEC tools such as social media campaigns, radio commercials, and close collaboration with the community members.



Medium-term (2-4 years)

- **Introducing congestion pricing:** Disincentivizing the use of private vehicles through strategies such as levying static and dynamic congestion price on private vehicle, especially in the city's busiest roads shall be explored.
- **Creation of no/low emission zones:** In the short-term, low emission zones shall be created by introducing static congestion pricing to restrict the flow of private vehicles and reduce the emissions in the city. In the long-term, creation of no emission zones shall be considered with promotion of electric vehicles and development of high quality NMT infrastructure.



Long-term (4-6 years)

4. **Regulations on private vehicle ownership:** Initiatives to disincentivize and regulate vehicle ownership such as proof-of-parking scheme shall be explored. This is to prevent the further growth of private vehicles in the city.

7. Goods and Logistics

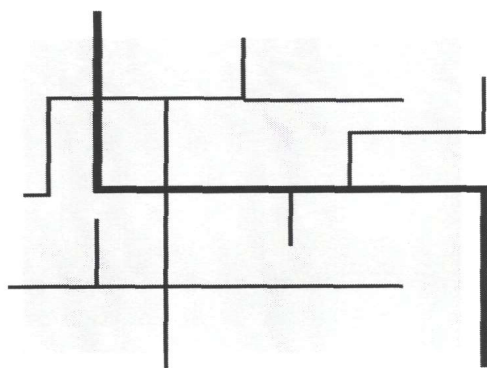
The movement of goods plays an important role in the growth of economic activities in the city. The health of the city's economy is largely dependent on its ability to accommodate the movement and delivery of goods. In Shillong, the major commercial markets including Iewduh and Khyndailad attract considerable goods traffic in the city. There is also a fast-growing e-commerce market in the city which has increased the delivery vehicle traffic. The loading and unloading of goods in these busy market areas obstructs the traffic flow leading to bottlenecks in the city. Therefore, the GoM aims to integrate the movement of goods into the city's mobility system and plan it in a manner that it does not affect the passenger movement.

- **City Logistics Plan:** The State shall prepare a City Logistics Plan in line with the State Logistics Masterplan of Meghalaya for the movement of goods in the city by regulating the time for loading and unloading, as well as the parking space for the vehicles. Strict enforcements shall be imposed to ensure that the regulations are adhered.
5. **Transitioning to sustainable transport:** Efforts shall be taken to transition the last-mile delivery vehicles to greener and cleaner vehicles, especially for e-commerce industries.

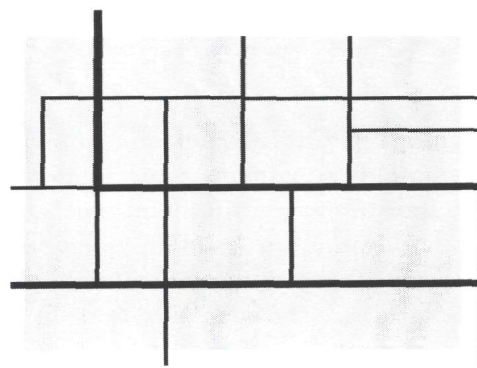
8. Integration

8.1 Land Use and Transportation Integration

The integration of land use and transport is vital for improving accessibility, aligning with the State's goal of creating 20-minute neighborhoods. By strategically planning the proximity of essential services and residential areas, this integration aims to reduce trip lengths, create self-sufficient communities, and develop planned neighborhoods. The incomplete road network which currently in the city can be averted in the future, if land use can be integrated with transport and proper road network planning in the planning stage itself.

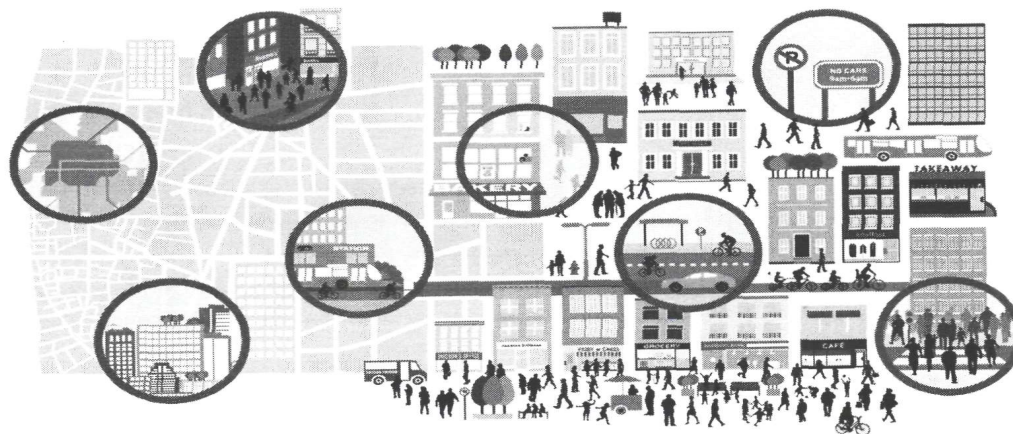


Incomplete Road Network

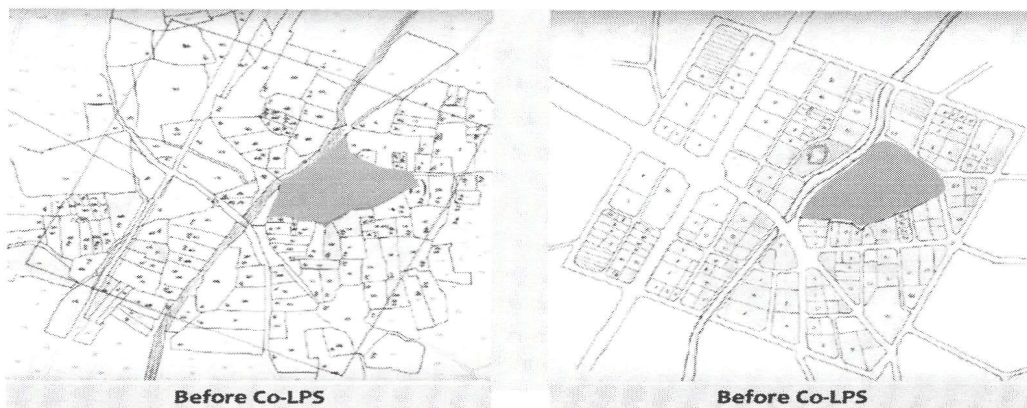


Complete Road Network

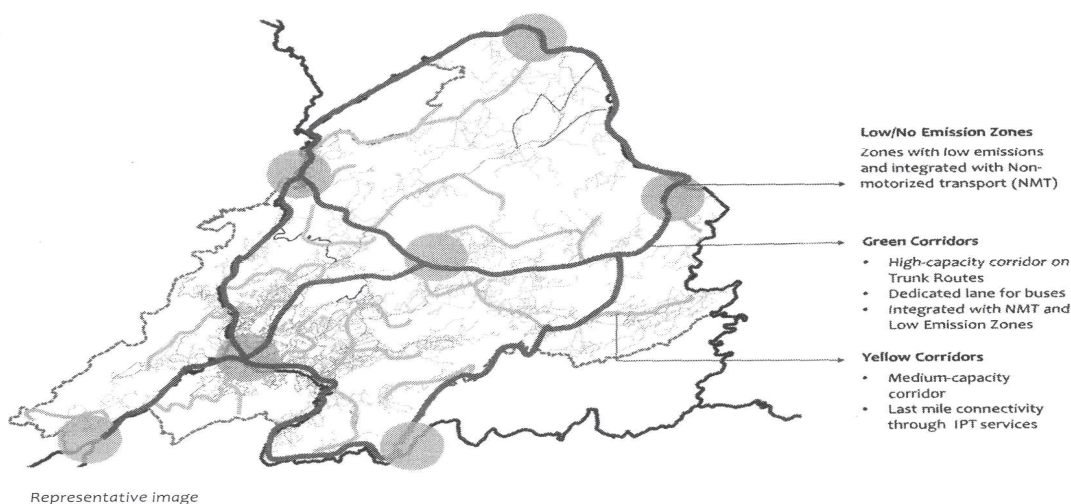
- **Transit Oriented Development (TOD):** The creation of mixed-use communities near transit hubs to enhance connectivity and urban efficiency shall be promoted. By strategically developing land along transit corridors, this approach reduces dependence on private vehicles, minimizes congestion, and promotes walkable neighborhoods.



- **Community Oriented Land Pooling Scheme (C0-LPS):** Through this scheme, vibrant urban spaces with enhanced accessibility and connectivity shall be developed with close collaboration with the community landowners. The scheme emphasizes reorganizing and reorienting plots, completing street networks, and providing basic infrastructure



- **Mobility Corridors:** The State shall develop green mobility corridors on the arterial roads, prioritizing high-capacity sustainable transportation i.e., public transportation buses, shared mobility buses, working together to decarbonize the city. Whereas yellow mobility corridors shall be developed to enhance last mile connectivity in the city, prioritizing medium-capacity IPTs. The high-capacity green mobility corridors shall connect the low emission zones identified in the city and will be integrated with the yellow corridors.



8.2. Multi-modal Integration

As the commuters predominantly use IPT and private vehicle, while simultaneously the GoM intends to promote NMT, public transportation, and shared mobility, the integration

of the multiple modes into a single service shall be explored. This is to ensure seamless and user-friendly commuter experience. The GoM aims to integrate the modes of transportation in the following ways.

Short-term (1-2 years)

- **Information integration:** To enable people to make better informed decisions on planning a trip in the city, measures to integrate mobility-related information shall be taken. This can enable travelers to benefit from seamless multimodal transportation and make it convenient as private vehicles.



Medium-term (2-4 years)

- **Payment integration:** A common digital platform for payment of fare and ticket booking for all modes shall be introduced. Cashless ticketing technology through Automated Fare Collection System (AFCA) shall also be encouraged.



Long-term (4-6 years)

- **Operational integration:** Integrating the NMT, IPTs, shared mobility to the city's Public Transportation to increase system efficiency and enhance accessibility within the city.
6. **Physical integration:** Developing transport infrastructure such as bus stops, taxi stands, waiting sheds to support the multi-modal integration.

9. Enforcement and Regulations

Strict enforcement and regulations are key towards the successful implementation and achievement of the policy directives. Proper enforcement shall ensure that the rules are adhered, and any violations shall be penalized heavily. This is to make the streets safer and offer hinderance-free commuter experience.

- **Stricter enforcement:** A comprehensive traffic management plan shall be prepared by the State to ensure strict enforcements for prioritizing public transportation modes, NMT traffic, and pedestrian in the city.
- **Parking regulations:** Strict enforcements shall be levied for parking reforms including enforcing parking fees, time limits, no parking zones, designated parking areas.
- **Traffic regulations:** Enforcement of traffic rules, such as speed limits, traffic signals, lane disciplines, shall be imposed to reduce congestion and enhance overall safety.
- **Fines regulations:** The applicable fines shall be regularized / revised as per the latest Acts and policies.
- **Emission standards:** The emission standards of vehicles shall be monitored and enforced to reduce air pollution and promoting environment-friendly mode of transportation.

- **Infrastructure maintenance:** Regular inspections and maintenance of transportation infrastructure including the public transit facilities, IPTs, roads, footpaths, etc.

10. Leverage Technology: Regulations and enforcement shall adapt to new technology such as use of Intelligent Transport System (ITS) and Integrated Command and Control Center (ICCC) for proactively managing traffic congestion, parking management, incident response, and optimize traffic signal timings, and improve safety on the roads.

10. Institutional Mechanism

Presently, the urban mobility in the city involves multiple stakeholders responsible for various facets, including service provision, infrastructure development, enforcement, regulation, and decision-making. Despite the presence of these stakeholders, there exists a critical gap in the functioning, delivery of services, enforcement, and infrastructure development within the current institutional structure.

With the introduction of this policy, the State shall empower Meghalaya Urban Development Authority (MUDA) to drive the policy. A separate entity within MUDA shall be created as an overarching institutional mechanism for the policy and resources shall be allocated for the same. The entity shall be responsible for overseeing the implementation and facilitate co-ordination among stakeholders.

By centralizing this process, the policy seeks to overcome overlaps, enhance coordination, and ensure the effective dissemination of relevant data and information among different agencies. This proactive approach aims to develop a more accountable, citizen-centric, and streamlined urban mobility framework in Shillong.

In addition, the implementation of the policy requires coordinated efforts from various State departments and agencies, each having specific roles. Each Department shall contribute to the overall strategy and execution of mobility initiatives in the following ways:

- **Urban Affairs Department:** The Department shall oversee the overall management and implementation of the policy. It shall be the central point of communication and be responsible for the strategic planning and resource allocation.
- **Transport Department:** The Department shall develop and implement regulatory frameworks related to urban mobility, shared mobility, licensing, vehicle standards, and traffic rules. It shall ensure compliance with national and local transportation laws and regulations.
- **Home Police Department:** It shall be responsible for enforcing traffic regulations and ensuring public safety on roads. The Department shall collaborate with Urban Affairs and Transport Department to address specific enforcement needs and challenges.

- **Public Works Department:** The Department shall be responsible for construction and maintenance of transport infrastructure such as roads, footpaths, cycle lanes, road signages etc.
- **Shillong Decongestion Committee:** The Committee, chaired by the Chief Secretary, Government of Meghalaya shall lead the coordination efforts with various government agencies, stakeholders, and community groups to develop and implement decongestion strategies.
- **Shillong Smart City Ltd:** The Special Purpose Vehicle shall drive the integration of technologies into the urban mobility solutions to improve traffic management, public transportation systems, etc. Through its ICCC, the SPV shall leverage data analytics and digital platforms to gather insights and provide data-driven solutions.

11. Stakeholder Engagement

The State aims to have a bottom-up and participatory approach in designing, planning, and implementing various mobility interventions in the city. The aim is to understand the challenges, needs, expectations from all the concerned stakeholders. Identifying the stakeholders as users, service providers, enablers, and experts, the envisaged role for each is highlighted below.



- **Users/Commuters:**

The aim is to provide wide mobility choices to the users that are cost-efficient, convenient, and timesaving. Thus, to design mobility solutions for the end users, the

engagement shall mainly include user centric consultation workshops, focus group discussions to understand their mobility issues, suggestions, and feedback.

- **Service providers:**

- o The participatory approach with the service providers of PT, taxis, autos, and private operators shall entail understanding of their needs through consultative workshops at the planning stage.
- o Further, orientation and capacity building for the service providers shall be provided for enhancing the quality of services.
- o Support shall be extended to the service providers through policies and schemes.

- **Enablers:**

The State intends for the local Dorbar Shnongs to have a bigger participation in the management and monitoring of urban related initiatives in the city. This shall be considered through the following ways.

- o The assistance of the Dorbar Shnongs shall be sought for implementation of parking reforms *i.e.*, collection of fees, enforcing no parking zones, enforcement of proof-of-parking.
- o Support shall be extended to the Dorbar Shnongs for developing various transport mobility infrastructure, such as creating space for walking, pedestrian footpaths, installation of smart mobility systems.
- o Further, support in managing of traffic and enforcing various regulatory reforms in the community-level will be sought from the Dorbar Shnongs to ensure successful implementation of the interventions locally.
- o Awareness campaigns, with the help of Dorbar Shnongs, shall be conducted in the community to encourage use of public transportation services, promote walkability and use of non-motorized transport.

- **Expert Collaboration:**

Collaboration with various Knowledge Partners such as Indian Institute of Management, National Institute of Technology, etc., shall be pursued to seek inputs in formulating strategies, improvise mobility system, and gain awareness on the latest practices which can be replicated.

Way Forward

Shillong's Urban Mobility Policy marks a significant step towards addressing the city's evolving mobility needs. As we move forward, the dedicated entity under MUDA will provide the necessary institutional framework for policy implementation. To achieve the objectives of the policy a significant number of resources would be needed in the coming years. The State shall explore multiple sources of funding such as State Government budget, Centrally Sponsored Schemes, Public-Private Partnerships, user fees, parking revenue, etc.

The State shall organize regular meetings with government agencies, local authorities, community representatives, transport operators, urban planners, residents to gather feedback, address concerns, and ensure inclusivity in decision-making processes. Active engagement with public through awareness campaigns and participatory planning exercises will be conducted to foster a sense of ownership and accountability towards urban mobility initiatives.

Finally, the strategies laid out in the policy shall be integrated with the Comprehensive Mobility Plan as well as the GIS-based Master Plan for Greater Shillong Planning Area for achieving a cohesive vision for the city. This will ensure that transportation goals and objectives are aligned with the broader urban development vision for the city. It will also allow the city to prioritize transportation investments based on long-term goals and anticipated growth patterns.

VIJAY KUMAR D,

Commissioner & Secretary to the Govt. of Meghalaya,
Urban Affairs Department.

The 23rd February, 2024.

No.ITC.45/2022/166. - The Governor of Meghalaya is pleased to adopt the Meghalaya Telecom Infrastructure (Amendment) Policy 2024 to facilitate the process of enhancing the installation of telecom infrastructures and their operations in areas under the jurisdiction of the State Government and to facilitate equitable access of quality telecom services to all by way of high speed access to information and web based communication.

The Policy will be guiding document to streamline the process of application and granting of permission for installation of Mobile Towers, and fast tracking roll out of 5G infrastructure on street furnitures, laying of Optical Fiber Cable (OFC) both underground and over-ground, In-Building Solutions (IBS) and other telecom infrastructures with time bound provisions.

This Policy will come into force with effect from **1st March, 2024.**

PRAVIN BAKSHI,
Commissioner & Secretary to the Govt. of Meghalaya,
Information Technology & Communication Department.

PREAMBLE

The matters that include, "Posts and telegraphs, telephones, wireless, broadcasting and other like forms of communication" is listed in the Union List of the Seventh Schedule (Article 246) of the Constitution of India. However, although Telecommunication is a Union subject, the support of the State Government is vital as telecommunication has a direct impact on the quality of life of the citizen and the economy. Therefore, it is pertinent to provide enabling provisions in the form of granting permissions to licensees for establishing, maintaining, working, repairing, transferring or shifting their infrastructure, at public or private or government properties under the jurisdiction of the State Government of Meghalaya.

The North East India (excluding Assam) has a tele-density of 78.44% against the national tele-density of 84.61% as per TRAI report dated 27th January, 2023.

In Meghalaya, with an estimated population of 32 lakhs, the tele-density is estimated to be about 80.38%. All the 12 District Head Quarters (DHQs) and Block Head Quarters (BHQs) are covered through mobile connectivity. Out of 7155 villages, 5751 villages are covered (*Source: Local Government Directory <https://lgdirectory.gov.in>*)

The growth of Internet penetration in India and realization of its full potential will be closely tied to the proliferation of broadband services.

The State Government desires that all citizens of the State get access to quality telecommunication and associated services close to their doorsteps. Towards achieving these ends the State Government, through this Policy, aims to facilitate the process of enhancing the telecom infrastructure and its operations in areas under its jurisdiction and to facilitate equitable access to telecom services to all. Telecommunications being a subject of the Union List, this Policy shall adhere to the policies and guidelines issued and laws enacted by the Government of India from time to time.

OBJECTIVES

1. To streamline the process of application and granting of permission for installation and operations of telecom infrastructures including Mobile Tower, Mobile Poles, laying of Optical Fiber Cable (OFC), In-Building Solutions (IBS) with time bound provisions.
2. To provide and increase Telecom and Broadband penetration to all inhabited villages of the State.
3. To act as an enabler to provide reliable, affordable, and high-quality telecommunication and Internet services to citizens of the State.
4. To act as an enabler in providing high-speed and high-quality broadband access to rural areas through a combination of technologies.
5. To extensively deploy and leverage the State's infrastructure like Electricity poles, Street furniture, highway common ducts, for providing better telecom and broadband connectivity in the State.
6. To create a supportive environment for a thriving telecom infrastructure in the State, through capacity building and public awareness related to Electro Magnetic Radiation (EMR) emission from Telecom installations, through an institutional mechanism to handle any objections and issues.
7. To foster a conducive digital ecosystem in the State with a resilient, scalable, and sustainable telecom infrastructure, connecting every citizen on broadband enabled digital platforms.

SHORT TITLE, EXTENT, APPLICABILITY AND COMMENCEMENT OF THE POLICY

- (1) This Policy may be called the Meghalaya Telecom Infrastructure (Amendment) Policy, 2023.
- (2) It shall extend to the whole State of Meghalaya.
- (3) It shall come into force from the date of its publication in the Gazette.
- (4) It shall be administered by the Information Technology & Communications (IT&C) Department, Government of Meghalaya.
- (5) The Policy shall not be in violation or super-session of the provisions contained in the Indian Telegraph Act, 1885, and all the Rules, guidelines and advisories issued by Department of Telecom (DoT), Govt. of India from time to time.
- (6) Telecom matters being a subject of the Union List, this Policy shall override to the extent wherever any provision of the State law or Byelaws are in contradiction or inconsistent with the Government of India Rules and Guidelines. In any such contradiction and inconsistency related to Telecom, the Rules and Guidelines of the Government of India shall prevail and be binding on the concerned stakeholders.

DEFINITIONS

(1) In this Policy, unless otherwise required in the context: -

- i. "State" means the State of Meghalaya.
- ii. "Act" means the Indian Telegraph Act, 1885.
- iii. "Rule" means the Rules notified under the aforesaid Act.
- iv. "Guidelines" means Guidelines issued by the Department of Telecommunications (DoT), Ministry of Communications, Government of India.
- v. "Telegraph infrastructure" includes a telegraph or a telegraph line and post
- vi. "Telecom Service Provider (TSP)" means a licensee providing telephony services, including, inter alia, mobile phone services, Internet and data transfer services etc.
- vii. "Infrastructure Provider (IP)" means Infrastructure providers registered with Department of Telecommunications to set up Telecom Infrastructures in India.
- viii. "Licensee or Applicant" means any person or organization holding a valid license issued under section 4 of the Indian Telegraph Act, 1885, authorized to establish, maintain, work, repair, transfer or shift and maintain assets such as dark fibres, Right of Way (RoW), duct space, tower, pole and other telegraph infrastructure which may be for the purpose of granting the same on lease/rent/sale basis to licensees of telecom service on mutually agreed terms and conditions, including the Licensee's or Applicant's successors and assigns.
- ix. "Fees" means administrative fees, permission charges, usage fees, utility fees as prescribed in this Policy or any other tax or levy etc. that may be payable under any law; The fees or compensation or charges do not include Goods and Service Tax (GST), Labour cess & other applicable taxes.
- x. "Permission" means any permission pertaining to this Policy for Telecom Infrastructure
- xi. "Portal" or "Common Portal" means a universal portal or mobile phone appreciation developed and notified by the Union Government for the purposes of these rules, including the Gati Shakti Sanchar Portal, unless otherwise specified;
- xii. "notice" means prior information of digging or excavation submitted through common portal.
- xiii. "mobile tower" means any above-ground contrivance for carrying, suspending or supporting a telegraph and does not include pole;
- xiv. "pole" means any above-ground contrivance of height not exceeding eight meters for carrying, suspending or supporting a telegraph and does not include mobile tower;
- xv. "small cell" means a low powered cellular radio access node that has a coverage of distance from ten meters to two kilometers;
- xvi. "Administrative Authority" means the custodian of the State Government premise and the competent authority to issue No-Objection Certificate (NOC) to the Licensees / Applicant pertaining to immovable property owned by the State Government so that the Licensees / Applicant may apply to Local Authority for permission to set up Telecom infrastructure as per this Policy.
- xvii. "Nodal Department" means the Information Technology & Communications (IT&C) Department, Government of Meghalaya.

- xviii. "Nodal Officer" means the Principal Secretary/ Commissioner & Secretary/ Secretary, whoever is in-charge of the Information Technology & Communications Department, for the purpose of this Policy.
- xix. "Areas" means areas under the jurisdiction of Local Authority as outlined in this Policy.
- xx. "Local Authority / Local Authorities" means the authority /designated officer with respect of property, under, over, along, across, in or upon which underground or over ground telegraph infrastructure, is to be established or maintained, vested in, or under, the control or management of such authority /designated officer; for the purpose of giving the permission for setting up of Telecom infrastructure as per this Policy.
- xxi. "Municipality" means any area notified under the Meghalaya Municipal Act, 1973, by the State Government from Time to time.
- xxii. "duct" means a pipe, permanently lubricated or of any other kind, used as underground cable conduit for telegraph line
- xxiii. "Over-ground telegraph infrastructure" means a telegraph or a telegraph line establishing, maintaining, working, repairing, transferring or shifting over the ground and includes posts or other above ground contrivances, appliances and apparatus for the purpose of establishment or maintenance of the telegraph or the telegraph line.
- xxiv. "Under-ground telegraph infrastructure" means a telegraph line laid under the ground and includes manholes, marker stones, appliances and apparatus for the purposes of establishing, maintaining, working, repairing, transferring or shifting or maintenance of the telegraph line.
- xxv. "Local Body" means Meghalaya Urban Development Authority / Municipal Board / Town Committee.
- xxvi. "Local Central Authority" means the Union Government or the authority, body, company or institution, incorporated or established by the Union Government, in respect of property, under, over, along, across, in or upon which underground or over ground telegraph infrastructure, is to be established or maintained, vested in, or under, the control or management of such Government, authority, body, company or institution.
- xxvii. "Structural Engineer" for telegraph infrastructures on existing buildings or directly over ground or on Street Furniture means a Structural Engineer with Ph. D / M. Tech / M.E in Structural Engineering with minimum 5 years' experience from the date of attaining the said degree and should be actively involved in structural design work;
- xxviii. "Structural Engineer" for telegraph infrastructures on existing electric poles means the field electrical engineers of Meghalaya Power Distribution Corporation Limited (MePDCL).
- xxix. "Urban areas" for the purpose of this Policy means all areas within a Municipality or as may be notified by State Government.
- xxx. "Rural areas" for the purpose of this Policy means all areas except within Urban areas as defined in this Policy.
- xxxi. "Street furniture" means post or pole used for electricity, street light, traffic light, traffic sign, bus stop, tram stop, taxi stand, public lavatory, memorial, public sculpture, utility pole or any other structure or contrivance of such nature established over the property of a Local Authority.
- xxxii. "Policy" means the Meghalaya Telecom Infrastructure Amendment Policy, 2023, which is an amendment to the Meghalaya Telecom Infrastructure Policy, 2018, unless otherwise stated.

Words and expressions used and not defined herein but defined in the Act shall have the meaning assigned to them in the Act.

STATE LEVEL INSTITUTIONAL MECHANISM

- (2) To ensure sound decision making and responsive action, the Government of Meghalaya has set up an institutional mechanism by notifying and constituting the committees which are mentioned below along with their brief functions:

State Broadband Committee (SBC)

- (3) Aimed at the effective implementation of the National Broadband Mission and proliferation of broadband in the State, the Government of Meghalaya constituted the State Broadband Committee (SBC), chaired by the Chief Secretary, Government of Meghalaya. The objective of the SBC is to advice, either *suo-moto* or on a request from the Governing Council chaired by Hon'ble Minister of Communications, Government of India, or the Steering Committee, chaired by Secretary, Department of Telecommunications, on the matters relating to accomplishment of the objectives of the National Broadband Mission concerning the State.
- (4) The SBC also prepares State level guidelines, monitors, reviews and oversees the implementation of National Broadband Mission, aimed at providing Broadband for All in the State.

Working Committee

- (5) Under the State Broadband Committee (SBC), a State Level Working Committee has been constituted, chaired by the Head of the Information Technology & Communications (IT&C) Department, Government of Meghalaya, also as State Nodal Officer as defined in this Policy.
- (6) The key role of the Working Committee is to prepare the ground work for the SBC which includes initiatives such as drafting the Amendment to the Meghalaya Telecom Infrastructure Policy from time to time, and to take appropriate measures to achieve the objectives devised by SBC.

District Level Digital Connectivity Monitoring Committee

- (7) At the District levels, a District Level Digital Connectivity Monitoring Committee (DLDCMC) is constituted, and chaired by the respective Deputy Commissioners. The DLDCMC reviews and monitors the implementation of the Broadband and telecom infrastructure projects in the District.

NODAL DEPARTMENT

8. For facilitation in the implementation of this Policy the IT&C Department shall be Nodal Department. The Additional Chief Secretary / Principal Secretary/ Commissioner & Secretary/ Secretary whoever is in-charge of the Information Technology & Communications Department shall be the Nodal Officer.

LOCAL AUTHORITY FOR GRANTING PERMISSION

9. The Local Authority / Local Authorities for the purpose of giving the permission/ intimation / coordination for setting up of Telecom infrastructure as per this Policy is as follows:

Sr.	Area	Urban / Rural	Department	Local Authorities
1	Municipality Area	Urban	Urban Affairs Department	Chief Executive Officer/ Executive Officer
2	Private properties including land / buildings in Revenue Paying Estates and outside Municipality Area	Both	-	Deputy Commissioner (For <i>intimation purpose only</i>)
3	State Government owned property including land / buildings lying outside Municipality Area or Forest Area	Both		Deputy Commissioner
4	Forest land (* to be applied through Parivesh portal)	Urban & Rural	Forest & Environment Department	Divisional Forest Officer (Territorial)
5	State Road	Urban & Rural	PWD (Roads)	Executive Engineer (EE)
6	Overhead on electricity tower / poles	Urban & Rural	MeECL, MePDCL	Superintending Engineer (SE) / Executive Engineer (EE)

10. In case of any transfer, shuffling or retirement of the concerned Local Authority / District Nodal Officer (DNO) / any other official involved in the approval process, the 'Name, Designation, Email id & Mobile number' of the new incumbent official shall be intimated on priority to the Nodal Department, so that the changes can be updated on the applicable online portal, thereby ensuring smooth transition. The Personnel & Administrative Reforms Department will keep the IT&C Department informed with a copy of notification in case of any transfers /reshuffling of officials in their jurisdiction. Similarly, the parent Departments of Local Authorities will keep the IT&C Department informed with a copy of notification in case of any transfers /reshuffling of officials in their respective Department.

ESTABLISHMENT AND MAINTENANCE OF UNDERGROUND TELEGRAPH INFRASTRUCTURE

11. A licensee/ applicant shall apply on the Gati Shakti Sanchar portal, for setting up underground telegraph infrastructure, under the respective existing module.

Application

12. A licensee/ applicant shall, for the purposes of establishing, maintaining, working, repairing, transferring or shifting of telegraph infrastructure under any immovable property vested in or under the control or management of any local authority, make an application, supported by such documents, to that authority in such form and manner as may be specified by that local authority.
13. The information along with supporting documents to be provided by the licensee in the application made under this Policy shall include-
- (i) a copy of the license granted by the Union Government;
 - (ii) the details of underground telegraph infrastructure proposed to be laid;
 - (iii) the mode of and the time duration for, execution of the work;
 - (iv) the time of the day when the work is expected to be done in case the licensee expects the work to be done during specific time of the day;
 - (v) the details of expenses that such local authority will necessarily be put in consequence of the work proposed to be undertaken by the licensee;
 - (vi) the inconvenience that is likely to be caused to the public and the specific measures proposed to be taken to mitigate such inconvenience;
 - (vii) the specific measures proposed to be taken to ensure public safety during the execution of the work;
 - (viii) any other matter relevant, in the opinion of the licensee, connected with or relative to the work proposed to be undertaken; and
 - (ix) any other matter connected with or related to the work as may be specified, through a general or special order, by the Union Government or local State Government or Local Authority:

Provided that the licensee / applicant shall, while making the application, give a specific commitment on whether he undertakes to discharge the responsibility for restoration, to the extent reasonable and prudent, of the damage that the local authority shall necessarily be put in consequence of the work proposed to be undertaken.

14. Every application under this Policy shall be accompanied with such fee to meet administrative expenses for examination of the application and the proposed work as the local authority may, by general order, deem fit:

Provided that such fee to meet administrative expenses shall be as specified in Schedule-I of this Policy.

Grant of permission by Local Authority

15. The Local Authority shall examine the application with respect to the following parameters, namely: -
- (a) the route planned for the proposed underground telegraph infrastructure and the possible interference, either in the establishing, maintaining, working, repairing, transferring or shifting or maintenance of such telegraph infrastructure, with any other public infrastructure that may have been laid along the proposed route;
 - (b) the mode of execution;
 - (c) the time duration for execution of the work and the time of the day that the work is proposed to be executed;
 - (d) the estimation of expenses that the local authority shall necessarily be put in consequence of the work proposed to be undertaken;
 - (e) the responsibility for restoration of any damage that the local authority may necessarily be put in consequence of the work proposed to be undertaken;
 - (f) assessment of measures to ensure public safety and inconvenience that the public is likely to be put to in consequence of the work proposed and the measures to mitigate such inconvenience indicated by the licensee;
 - (g) any other matter, consistent with the provisions of the Act and these rules, connected with or relative to the establishing, maintaining, working, repairing, transferring or shifting or maintenance of underground telegraph infrastructure, through a general or special order, by the Union Government, local State Government or the Local Authority.
16. The area of the underground telegraph infrastructure proposed for establishing, maintaining, working, repairing, transferring or shifting shall be the length of duct multiplied by the diameter of the duct multiplied by the number of the ducts.
17. The Local Authority shall be entitled to receive such compensation from the licensee, as specified in Schedule-III of this Policy, for the use of the property under which the underground telegraph infrastructure is proposed to be establishing, maintaining, working, repairing, transferring or shifting, as may be determined by the Local Authority.
18. The Local Authority shall within a period not exceeding sixty days from the date of application made:
- (a) grant permission on such conditions including, but not limited to, the time, mode of execution, measures to mitigate public inconvenience or enhance public safety and payment of restoration charge, as specified in Schedule-II of this Policy:

Provided that where horizontal directional digging technology is used for establishing underground telegraph lines, restoration charges shall be levied for pits only; or
 - (b) reject the application for reasons to be recorded in writing:

Provided that no application shall be rejected unless the applicant licensee has been given an opportunity of being heard on the reasons for such rejection:

Provided further that the permission shall be deemed to have been granted if the Local Authority fails to either (i) grant permission or (ii) reject the application under this Policy;

and the same shall be communicated in writing to the applicant not later than five working days after permission is deemed to have been granted.

Provided further that for Forest areas, the timelines as per Forest (Conservation) Rules, 2022, shall be applicable.

19. Where the Local Authority accepts the undertaking by the licensee to discharge the responsibility to restore the damage that such local authority shall necessarily be put in consequence of the work, the local authority, while granting permission under this Policy, may invoke the bank guarantee for an amount, not exceeding the amount specified in Schedule-II of this Policy, in lieu of expenses for restoration of such damage, as security for performance in the discharge of the responsibility;
20. The local authority shall not charge any fee and compensation other than those prescribed under this Policy from the licensee / applicant for establishing, maintaining, working, repairing, transferring or shifting underground telegraph infrastructure.

Obligations of licensee in undertaking work.

21. The licensee shall make the payment of expenses as per this Policy or submit the Bank Guarantee as determined by the Local Authority within a period of thirty days from the date of grant of permission and prior to the commencement of work of laying the underground telegraph infrastructure:

Provided that the Local Authority may, at its discretion, extend the said period for payment of expenses or submission of bank guarantee on an application made by the licensee seeking such extension.

22. The licensee shall ensure that —
 - (a) Prior to the commencement of work of laying the underground telegraph infrastructure and at all times during the execution of work, the measures to mitigate public inconvenience and provide for public safety are implemented; and
 - (b) The work of laying underground telegraph infrastructure is carried out in accordance with the conditions specified in the grant of permission by the local authority.
23. The licensee shall ensure mapping of all underground telegraph infrastructure on Gati Shakti National Master Plan (NMP) portal for real-time information to all stakeholders, in which the Planning, Investment Promotion and Sustainable Development Department, Government of Meghalaya, is the Coordinating Department for mapping of all infrastructures. This will ensure positional intelligence of all underground telegraph infrastructures to enable the local authority to obtain real time information on its location.

24. Before commencement of the digging/ excavation activity, the Licensee / Applicant should update / feed the digging schedule, the coordinates of the route / digging activities in the CBuD Mobile App). The provisions of the Indian Telegraph (Infrastructure Safety) Rules, 2022, and its amendments, shall be applicable.
25. The local authority may supervise the execution of work to ascertain if the conditions imposed in the grant of permission under this Policy are observed by the licensee.
26. The local authority may, on the basis of such supervision, impose such other reasonable conditions as it may think fit.
27. If the local authority comes to the conclusion that the licensee has willfully violated any of the conditions under this Policy, for grant of permission, it may forfeit, in full or in part, the Bank Guarantee submitted by the licensee and withdraw the permission granted to the licensee, for reasons to be recorded in writing:

Provided that no action shall be taken under this Policy unless the licensee has been given an opportunity of being heard.
28. The licensee shall ensure mapping of all underground infrastructure on Gati Shakti National Master Plan (NMP) portal for real-time information to all stakeholders, in which the Planning, Investment Promotion and Sustainable Development Department, Government of Meghalaya, is the Coordinating Department for mapping of all infrastructures.
29. This will ensure positional intelligence, through local technology, of all underground telegraph infrastructures to enable the local authority to obtain real time information on its location.

Establishment of temporary overground telegraph infrastructure

30. In case of damage of any existing underground telegraph infrastructure for any reason, the licensee, whose existing underground telegraph infrastructure is damaged, may temporarily establish the overground telegraph infrastructure, in lieu of the damaged underground telegraph infrastructure, to restore the telegraph service for the period of sixty days from the date of reporting of damage of the infrastructure to the Local Authority.
31. No fee or compensation shall be charged by the Local Authority for the establishment of temporary overground telegraph infrastructure under this Policy.

ESTABLISHMENT AND MAINTENANCE OF OVERGROUND TELEGRAPH INFRASTRUCTURE

32. A licensee / applicant shall apply on the Gati Shakti Sanchar Portal for setting up overground telegraph infrastructure, under the respective existing module.

Application by a licensee

33. A licensee shall, for the purposes of establishing overground telegraph infrastructure, upon any immoveable property vested in or under the control or management of any local authority, make an application, supported by such documents, to that local authority in such form and manner as may be specified by that local authority.
34. The information along with supporting documents to be provided by the licensee in the application made under this Policy shall include-
- i. a copy of the licence granted by the Union Government;
 - ii. the nature and location, including exact latitude and longitude, of post or other
 - iii. above ground contrivances proposed to be established;
 - iv. the extent of land required for establishment of the overground telegraph infrastructure;
 - v. the details of the building or structure, where the establishment of the overground telegraph infrastructure, is proposed;
 - vi. the copy of approval issued by the duly authorized officer of the Union Government for location of the above ground contrivances proposed to be used for the transmission of Radio waves or Hertzian waves;
 - vii. the mode of and the time duration for, execution of the work;
 - viii. the inconvenience that is likely to be caused to the public and the specific
 - ix. measures proposed to be taken to mitigate such inconvenience;
 - x. the measures proposed to be taken to ensure public safety during the execution of the work;
 - xi. the detailed technical design and drawings of the post or other above ground contrivances;
 - xii. certification of the technical design by the structural engineer as defined in this Policy, attesting to the structural safety, of the overground telegraph infrastructure;
 - xiii. certification, by the structural engineer, as defined in this Policy, attesting to the structural safety of the building, where the post or other above ground contrivances is proposed to be established on a building;
 - xiv. the names and contact details of the employees of the licensee for the purposes of communication in regard to the application made;
 - xv. any other matter relevant, in the opinion of the licensee, connected with or relative to the work proposed to be undertaken; and
 - xvi. any other matter connected with or relevant to the work as may be specified, through a general or special order, by the Union Government or local State Government or local authority.

Provided that the documents mentioned in clauses (ii), (iii), (v) (ix), (x) and (xi) above shall not be required in case of application made for establishment of overground telegraph line:

Provided further that the documents related to route plan for establishment of overground telegraph line shall be required to be provided by the licensee with the application made for establishment of overground telegraph line.

35. Every appreciation under this Policy shall be accompanied with such fee to meet administrative expenses for examination of the appreciation and the proposed work as the local authority may, by general order, deem fit:

Provided that the one-time fee, to meet administrative expenses, accompanying every appreciation as per amount specified in Schedule-I of this Policy.

Grant of permission by local authority

36. The local authority shall examine the appreciation with respect to the following parameters, namely: -

- (a) the extent of land required for the overground telegraph infrastructure;
- (b) the location proposed;
- (c) the approval issued by the duly authorized officer of the Union Government for location of the aboveground contrivances proposed to be used for transmission of Radio waves or Hertzian waves;
- (d) the mode of and time duration for execution of the work;
- (e) the estimation of expenses that the local authority shall necessarily be put
- (f) in consequence of the work proposed to be undertaken;
- (g) assessment of the inconvenience that the public is likely to be put to in consequence of the establishment or maintenance of the overground telegraph infrastructure, and the measures to mitigate such inconvenience indicated by the Licensee;
- (h) certification of the technical design by a structural engineer attesting to the structural safety of the overground telegraph infrastructure;
- (i) certification, by a structural engineer, of the structural safety of the building on which the post or other above ground contrivances is proposed to be established;
- (j) any other matter, consistent with the provision of the Act and these rules, connected with or related to the laying of overground telegraph infrastructure, through a general or special order or guidelines by the Union Government, local State Government or the local authority:

Provided that the parameters mentioned in clauses (a), (b), (c), (g) and (h) above shall not be necessary for examination of the appreciation made for establishment of overground telegraph line:

Provided further that the local authority shall examine the route plan for the proposed overground telegraph line and the possible interference regarding the establishment or maintenance of such overground telegraph line with regard to any other public infrastructure that may have been laid along the proposed route:

- (a) The area of the overground telegraph infrastructure (mobile tower) proposed to be established shall be the area occupied by the mobile tower and the supporting infrastructures, such as base transceiver station, diesel generator, etc.
- (b) Where the establishment of the overground telegraph infrastructure renders the immoveable property, vested in the control or management of any Local Authority over which such overground telegraph infrastructure is established, unlikely to be used for any other purpose, the Local Authority shall be entitled to compensation for the value of the immoveable property, as per Schedule- III of this Policy.

Provided that the compensation payable for the immovable property for the establishment of poles for installation of small cells and telegraph line shall be as specified in Schedule-III of this Policy.

37. The Local Authority shall, within a period not exceeding sixty days from the date of application made under this Policy:

- (a) grant permission on such conditions including, but not limited to, the time, mode of execution, measures to mitigate public inconvenience or enhance public safety or structural safety and payment of restoration charge, not exceeding the amount specified in Schedule-II of this Policy, or compensation, as specified in this Policy or
- (b) reject the application for reasons to be recorded in writing:

Provided that no application shall be rejected unless the applicant licensee has been given an opportunity of being heard on the reasons for such rejection:

Provided further that the permission shall be deemed to have been granted if the local authority fails to either (a) grant permission or (b) reject the application and the same shall be communicated in writing to the applicant not later than five working days after permission is deemed to have been granted:

Provided the deemed approval provisions of sixty days pertaining to overground telegraph infrastructure shall be distributed as follows:

- (a) At the level of the official scrutinizing the applications (Level-1): 45 days
- (b) At the level of the Local Authority who grants the final permission (Level-2): 15 days

Provided further that for Forest areas, the timelines as per Forest (Conservation) Rules, 2022, shall be applicable.

38. The validity of all approvals issued by Local Authority under this Policy shall be co-terminus with the license validity issued to the licensee by the Department of Telecommunications. The maximum timeline of sixty days for processing the application by Local Authority is also applicable under the Meghalaya Right to Public Services Act, 2020.

39. The licensee shall restore the damage incurred in case of establishment of poles for installation of Small Cells and telegraph line.

40. The local authority shall not charge any fee and compensation other than those mentioned under this Policy, from the licensee for establishing, maintaining, working, repairing, transferring or shifting overground telegraph infrastructure.

41. The application under this Policy, shall be accompanied with such fee as may be determined by the local authority to meet administrative expenses for examination of the appreciation, which shall be as specified in Schedule-I of this Policy.

42. The local authority shall, within a period not exceeding sixty days from the date of appreciation made, grant permission or reject the appreciation for reasons to be recorded in writing:

Provided that no appreciation shall be rejected unless the applicant has been given an opportunity of being heard on the reasons for such rejection:

Provided further that the permission shall be deemed to have been granted if the local authority fails to either grant permission or reject the appreciation.

Establishment of telegraph infrastructure over private property

43. Where the licensee proposes the establishment of overground telegraph infrastructure over any private property, the Licensee shall not require any permission from the local authority:

Provided that in case of establishment of mobile tower or pole over a private building or structure, the Licensee shall submit in writing, to the local authority, prior to commencement of such establishment the details of the building or structure, where the establishment of mobile tower or pole is proposed, and a copy of certification by the qualified Structural Engineer, as defined in this Policy, attesting to the structural safety of the building or structure, where the mobile tower or pole is proposed to be established.

Obligations of licensee in undertaking work

(44) The Licensee shall ensure that:

- (a) prior to the commencement of establishment and maintenance of overground telegraph infrastructure and at all times, the measures to mitigate public inconvenience and ensure public safety, including structural safety of such overground telegraph infrastructure are implemented;
- (b) the work of establishment and maintenance of overground telegraph infrastructure is carried out in accordance with the conditions specified in the grant of permission by the local authority.

(45) The Licensee shall ensure mapping of all overground infrastructure on Gati Shakti National Master Plan (NMP) portal for real-time information to all stakeholders, in which the Planning, Investment Promotion and Sustainable Development Department, Government of Meghalaya, is the Coordinating Department for mapping of all infrastructures.

(46) This will ensure positional intelligence, through local technology, of all overground telegraph infrastructures to enable the local authority to obtain real time information on its location.

Powers and duties of local authority

(47) The local authority may supervise the establishment and maintenance of overground telegraph infrastructure, including infrastructure at private properties, to ascertain if the provisions of this Policy or conditions imposed in the grant of permission under this Policy are adhered to by the licensee.

(48) The local authority may, based on such supervision, impose such other reasonable conditions, as it may think fit.

(49) If the local authority concludes that the licensee has willfully violated any provisions of this Policy or the conditions for grant of permission under this Policy, it may initiate action as per this Policy and / or withdraw, for reasons to be recorded in writing, the permission granted to the licensee:

Provided that no action shall be taken under this Policy unless the licensee has been given an opportunity of being heard.

ESTABLISHMENT AND MAINTENANCE OF TELECOM INFRASTRUCTURE ON STREET FURNITURE

(50) For the usage of street furniture for installation of small cells and telegraph line, licensee shall for the purpose of installation of small cell and telegraph line submit an application, along with details of street furniture and a copy of certification by the structural engineer as defined in this Policy or field electrical engineers in case of Meghalaya Power Distribution Corporation Limited (MePDCL), attesting to the structural safety of the electric poles being used as street furniture where installation of small cells and telegraph line is proposed to be deployed, to the local authority for permission to use street furniture for installation of small cells and telegraph line.

(51) The application under this Policy shall be accompanied with such fee as may be determined by the appropriate authority to meet administrative expenses for examination of the application, which shall not exceed the amount specified in Schedule-I.

(52) The licensee shall have the option of submitting single application for multiple sites and the Local Authority shall make due provisions for accepting such applications and issuing single permission for multiple sites accordingly for establishment of small cells.

(53) The appropriate authority shall, within a period not exceeding sixty days from the date of application made, grant permission or reject the application for reasons to be recorded in writing:

Provided that no application shall be rejected unless the applicant has been given an opportunity of being heard on the reasons for such rejection:

Provided further that the permission shall be deemed to have been granted if the appropriate authority fails to either grant permission or reject the application.

Provided further that for Forest areas, the timelines as per Forest (Conservation) Rules, 2022, shall be applicable.

(54) The Local Authority /State Government shall be entitled to receive such compensation from the licensee for assets belonging to the State Government, not exceeding the amount specified in Schedule-III of this Policy, for use of street furniture for installation of small cells and telegraph line, as may be determined by the Local Authority.

(55) The appropriate central authorities shall permit deployment of small cells and shall charge no administrative fees or compensation for deployment of small cells on buildings and structures vested in or under their control as per Part-I or Part-III of the Schedule:

Provided that the charges shall be levied for fixtures etc. provided by building owners as per actual and licensee shall restore the damage done during deployment of small cells.

ESTABLISHMENT AND MAINTENANCE OF TELECOM INFRASTRUCTURE ON STATE GOVERNMENT BUILDINGS AND PREMISES

(56) The Government of Meghalaya, through the Administrative Authority as defined in this Policy, may grant permission in the form of a No-Objection Certificate (NOC) to lease out Government land and building including that of Public Sector Undertaking to any licensed TSP/IPs operating in the State, also referred to as Licensee / Applicant, on non-exclusive basis for installing Ground Based Tower / Mast / Roof Top Tower, for facilitating better telecom connectivity in accordance with the guidelines issued in the matter by Government of India and the Government of Meghalaya from time to time subject to the satisfaction of the conditions in this section and relevant provisions of this Policy.

(57) Licensee / Applicant shall have to first take No-Objection Certificate (NOC) from the concerned Head of the office for leasing out Government land and building including that of Public Sector Undertaking under the administrative control of him / her for installation of telecom tower. For getting NOC from Head of office, the Licensee / Applicant shall have to submit copy of Structural stability certificate for ground-based tower and in case of roof top tower, structural stability certificate for the building and tower, from a qualified Structural Engineer. Head of office may take necessary internal permissions from head of Department before issuing NOC. Further expansion / extension of the building / premises should be considered by the concerned Department.

(58) The compensation for land or roof top in case of establishment of overground telecommunication infrastructure in Government land / building shall be as per Schedule-III.

(59) There shall be levied neither application fee nor compensation for erecting poles for providing support to overground telecommunications line including poles between existing poles.

(60) The tower being constructed at Government land / Building is to be shared with any other Licensee / Applicant.

(61) The Licensee / Applicant shall have no right or claim over any Government building / premises in the light of this Policy for granting permission for installing Ground based towers and roof top towers. It shall be at the discretion of the Head of the office / Head of Department to take appropriate decision for allowing the installation of Ground based towers / mast and roof top towers on lease rent basis. The permissive sanction does not force any Department to grant permission.

(62) Telecom companies providing services should comply with all regulations and stipulations, Policy / Rules issued by the Government of Meghalaya and the Government of India from time to time including that of the Ministry of Civil Aviation, the Electromagnetic radiation (EMR) guidelines etc.

(63) Damage caused to the building / assets / land, if any, shall be rectified by the TSP / IP to bring back to the original condition and to the satisfaction of the authorities concerned. The Licensee / Applicant will be solely responsible for any damage / losses to the property / people due to any accidents occurring because of the tower / telecom infrastructure.

(64) Leasing of premises or buildings to Licensee / Applicant should not be detrimental to the daily routine activities of the office / officer concerned.

(65) The Licensee / Applicant shall endeavor to provide internet connectivity (2Mbps to 10Mbps) as per the Agreement to be signed free of cost to the office where the Ground based towers and Roof top tower are erected.

DEPLOYMENT OF CELL ON WHEELS (COW) & IBS

(66) Formal clearance or permit or fees will not be applicable for installation of Cell on Wheel (COW). The COW can be placed maximum for thirty days normally without permission of Local Authority. In case the deployment is more than 30 days owing to any reason, permission from concerned Local Authority is required for a period not exceeding 90 days. Before installation of COW, prior formal intimation in writing to the following authorities within its jurisdiction should be given preferably 15 days before the installation of COW mentioning Geo coordinate (Lat-Long) positions:

- i. The Deputy Commissioner/ Superintendent of Police of the concerned district.
- ii. Concerned officer in charge of the police station of the area where the COW is going to be installed.

(67) The In-Building Solution (IBS) component being a small equipment that can be installed on any type of land / building / utility pole, formal permission from Local Authority for installation of IBS components shall not be applicable. Further, there shall be no applicable fees for IBS.

ELECTRICITY CONNECTION & POLES

(68) Electricity, being a subject in the Concurrent List in the Seventh Schedule of the Constitution of India, the State Electricity Distribution Company — Meghalaya Power Distribution Corporation Limited (MePDCL) and Meghalaya Energy Corporation Limited (MeECL) will accord priority in providing electrical power connection and will provide all necessary support for telecom infrastructures including permission to leverage poles for overground OFCs, the rates of which are fixed by the Meghalaya State Electricity Regulatory Commission (MSERC) and revised from time to time.

(69) The Rates for Electricity Pole usage charges per year shall be applicable as notified by Meghalaya Power Distribution Corporation Limited / Meghalaya Energy Corporation Limited, from time to time.

(70) As the TSP/IP are providing /supporting Telecom services the planned temporary power shut-down to telecom installation shall not be done without prior notice to the concerned TSP/IP at least 5 days in advance.

GATISHAKTI SANCHAR PORTAL (GSSP)

(71) The 'Gati Shakti Sanchar Portal' is a collaborative institutional mechanism between all stakeholders including Union and State/Union Territory (UT) Government(s), Local bodies, and Telecom Service Providers to facilitate the Right of Way (RoW) Application Process through a single interface.

(72) This portal envisages bringing transparency, accountability and responsiveness to all stakeholders while processing the application. Aimed at leapfrogging towards "Ease of Doing Business", the digital infrastructure maintains a fast-tracking application process to overcome the challenges of implementation of Right of Way Rules 2016 and its subsequent amendments. This provides a robust mechanism to achieve the goal of 'Broadband to All' as envisaged in the National Digital Communication Policy, 2018.

(73) The Gati Shakti Sanchar Portal enables licensees or applicants including Telecom Services Providers (TSPs), Infrastructure Providers (IPs), Internet Services Providers (ISPs) etc. to apply for RoW approvals for laying Optical Fiber Cables (OFC) and erecting Telecom infrastructures like Towers, etc., to submit their

applications to various Local Authorities defined under this Policy. The Gati Shakti Sanchar Portal is accessible at <https://gatishaktisanchar.gov.in>

CALL BEFORE YOU DIG (CBUD) APP

(74) The 'Call Before u Dig' (CBuD) mobile application is an initiative of the Department of Telecommunications (DoT), Ministry of Communications, aiming to prevent damage to underlying assets like optical fibre cables that occurs because of uncoordinated digging and excavation.

(75) The CBuD app connects excavators and asset owners through Short Message Service (SMS) /Email notifications and 'click-to-call' feature so that there are planned excavations while ensuring the safety of underground assets.

(76) It aims to give excavating companies a point of contact, where they can inquire about existing subsurface utilities before starting excavation work. Utility owners can also find out about impending work at the location.

(77) The Indian Telegraph (Infrastructure Safety) Rules, 2022 *vide* notification no. GSR.06(E) dated 3rd January 2023 of the Department of Telecommunications (DoT), Ministry of Communications, mentions the procedure for exercising of legal right to dig or excavate any property. Further, in case of any damage to a telegraph infrastructure, the person who has dug or excavated the property, shall be liable to pay the damage charges to the telegraph authority, and the damage charges shall be computed based on such expenses as may be incurred in restoring damages.

(78) While issuing approval to the person for exercising legal right to dig or excavate, the issuing authority shall include the following provisions, inter alia, in the approval:

"The licensee under Rule 2(c) of the Indian Telegraph Infrastructure Safety Rules 2022 includes scope of IP-1 registrants authorized to establish and maintain the assets such as dark fibers right of way duct space and tower for the purpose of granting the same on lease rent sale basis to the licenses of telecom services licensed under Section 4 of the Indian Telegraph Act 1885 on mutually agreed terms and conditions. The IP-1 registrants shall in no case work and operate or provide Telegraph service including end to end bandwidth as defined in the Indian Telegraph Act, 1885, either to any service provider or to any other customer."

PARIVESH: APPLICATION FOR FOREST AREAS

(79) The 'Pro Active and Responsive facilitation by Interactive and Virtuous Environmental Single-window Hub' (PARIVESH) is a web based, role-based workflow application which has been developed by the Ministry of Environment, Forest and Climate Change, for online submission and monitoring of the proposals submitted by the proponents for seeking Environment, Forest, Wildlife and Coastal Regulation Zone (CRZ) Clearances from Union, State and district level authorities. It automates the entire tracking of proposals which includes online submission of a new proposal, editing/updating the details of proposals and displays status of the proposals at each stage of the workflow. The website is accessible at <https://parivesh.nic.in>

(80) As per Forest (Conservation) Act, 1980, for setting up telecom infrastructure in Forest Areas, the Licensee / Applicant needs to apply on the Parivesh Portal of the Ministry of Environment, Forest and Climate Change.

(81) The Licensee / Applicant will also need to apply on the Gati Shakti Sanchar Portal of Department of Telecommunications, Ministry of Communications as per provisions of this Policy.

(82) Before commencement of works, the Licensee / Applicant shall ensure that approval has been received from both the concerned authorities of (i) Parivesh portal and (ii) Gati Shakti Sanchar Portal.

REMOVAL OF TELEGRAPH INFRASTRUCTURE

Right of Local Authority to seek removal

Where the local authority, having regard to circumstances which have arisen since the establishment of any underground or overground telegraph infrastructure under, over, along, across, in or upon, any immoveable property vested in or under the control or management of that local authority, considers that it is necessary and expedient to remove or alter such telegraph infrastructure, it shall issue a notice to the licensee, being the owner of such telegraph infrastructure, to remove or alter its location.

(84) On receipt of the notice under this Policy the licensee shall, forthwith and within a period of thirty days, proceed to submit, to the local authority, a detailed plan for removal or alteration of such telegraph infrastructure.

(85) The local authority shall, after examination of the detailed plan submitted by the licensee under this Policy pass such orders as it deems fit:

Provided that the local authority shall, having regard to emergent and expedient circumstances requiring the removal or alteration of telegraph infrastructure, give a reasonable time of not less than ninety days to the licensee for removal or alteration of such telegraph infrastructure:

Provided that the local authority shall, having regard to emergent and expedient circumstances endangering public safety, require the removal or alteration of such telegraph infrastructure, by giving a reasonable time as deemed appropriate to the licensee for removal or alteration of such telegraph infrastructure:

Provided further that the responsibility and liability, including the cost thereof, for removal or alteration of such telegraph infrastructure shall be borne by the licensee.

Provided further that for the purpose of this section, the Licensee / Applicant shall include its successors and assigns.

ZERO SEALING & EXCEPTION

(86) In order to avoid disruption in mobile communication which is an essential service, sealing of mobile communication towers may not be resorted to without the consent of the North East License Service Area (NE LSA), of the Department of Telecommunications (DoT), Shillong, in case of any complaint or matter related to Electro Magnetic Radiation (EMR) emission from Telecom installations. However, disconnection of electricity may be resorted to as per MSERC (Electricity Supply Code) Regulation, 2018. Further, no coercive action shall be taken against the TSPs / IPs on their telecom infrastructure without giving an opportunity of being heard, except in cases where the concerned TSP / IP has abandoned the telecom infrastructure.

(87) In case of any grievances of the public relating to Telecom Infrastructure and issues related to Electro Magnetic Radiation (EMR) emission from Telecom installations, the District Level Digital Connectivity Monitoring Committee (DLDCMC) will examine the matter within 90 (ninety) days including consultations with stakeholders in the District and the NE LSA, DoT, Shillong. However, inspite of the best efforts of the

DLDCMC, if any unresolved issues exist, the DLDCMC may escalate the matter to the State Broadband Committee (SBC) through the Nodal Department.

DISPUTE RESOLUTION

(88) Any dispute arising between a licensee and the local authority in consequence of these rules, shall be referred to the officer designated by the Union Government.

(89) The Union Government shall designate, by notification, officers with such jurisdiction as may be mentioned in the notification, for the purpose to referring disputes under this Policy.

(90) The officer designated by the Union Government shall determine the disputes referred to in this Policy within a period not exceeding sixty days in such manner as may be specified by the Union Government from time to time.

PENALTY

(91) If a licensee violates any provision of this Policy, it shall be liable to be penalized as per following terms and conditions:

(a) As soon as Local Authority comes to know that any provision of this Policy has been violated, a show cause will be issued to the concerned licensee TSP/IP. The concerned licensee TSP/IP should reply within fifteen (15) days from date of service of notice.

(b) If reply is not satisfactory, the licensee TSP / IP may be levied penalty upto 1 (one) lakh by the Local Authority.

(92) Notwithstanding anything mentioned in the preceding para, the penalty may be exempted by the Nodal Department in events like natural calamities, visits of VVIP, General Election, etc.

MISCELLANEOUS

(93) The provisions of the Forest Conservation Act, 1980, and the rules made there under shall be applicable for Forest land, wherever the concerned Local Authority is the Divisional Forest Officer (Territorial).

(94) The objective of this Policy is to also improve the Digital Communications Readiness Index (DCRI) of the State. This Index will reflect the activities and interventions undertaken by the line Departments in the applicable sectors of the State, and hence the support and coordination of all concerned State Departments / agencies / stakeholders will be pertinent to ensure improvements in the DCRI ranking for the State. The broad DCRI framework is at Schedule-IV.

(95) The Nodal Department will encourage skilling and upskilling in the Telecom sector by collaborating with appropriate agencies aimed at bridging the demand supply gap in talented workforce, including leveraging of initiatives by the telecom corporate sector such as through Corporate Social Responsibility (CSR).

CHANGES IN THE POLICY

(96) This Policy shall be suitably adjusted to accommodate changes that may be necessitated on account of any technology or regulatory changes which may be introduced by the Department of Telecommunications, Government of India, or any other competent authority to keep this Policy dynamically responsive to changing technology, regulatory regime or any other unforeseen development. The Nodal Department shall be competent to notify changes in the Policy as and when required with approval of the State Cabinet.

SCHEDULE-I: ONE-TIME FEE

Sr	Particulars	Onetime fee in ₹
(i)	For establishment of underground telegraph infrastructure	₹ 1000 per kilometer
(ii)	For establishment of overground telegraph infrastructure	(i) ₹ 10,000 for establishment of Towers (ii) ₹ 1000 per kilometer for establishment of overground telegraph line (iii) Nil for establishment of poles, for installation of small cells and telegraph line, on the immovable property vested in, or under control or management of appropriate central authority (iv) ₹ 1000 per pole for establishment of poles, for installation of small cells and telegraph line, on the immovable property vested in, or under control or management of appropriate authority, other than appropriate central authority.
(iii)	For Establishment of temporary over ground telecom infrastructure	Nil
(iv)	For installation of small cells and telegraph line using the street furniture	Nil
(v)	For the deployment of small cells on building or structures vested in or under the control of appropriate central authorities.	Nil

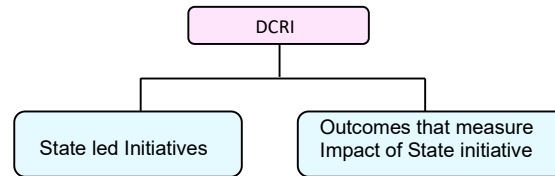
SCHEDULE-II: CHARGES FOR RESTORATION

Sr.	Particulars	Fees in ₹
(a)	Establishment of underground telegraph infrastructure where undertaking is not given by the licensee to discharge the responsibility to restore the damages	Sum required to restore immovable property as per the rate prescribed by central public works department for that area or as per the rate prescribed by State Public Works Department for that area, if no rate has been prescribed by central public works department for that area.
(b)	Bank guarantee as security for performance in case of establishment of underground telegraph infrastructure where undertaking is given by the licensee to discharge the responsibility to restore the damages	20% of the sum required to restore the immovable property as per the rate prescribed by central public works department for that area or as per the rate prescribed by State Public Works Department for that area, if no rate has been prescribed by central public works department for that area.
(c)	Establishment of overground telegraph infrastructure	20% of the sum required to restore the immovable property as per the rate prescribed by central public works department for that area or as per the rate prescribed by State Public Works Department for that area, if no rate has been prescribed by central public works department for that area. Further licensee shall restore the damage incurred in case of establishment of poles for installation of Small cells and telegraph line.

SCHEDULE-III: COMPENSATION

Sr.	Particulars	Amount in ₹
(i)	Establishment of underground telegraph infrastructure	Nil
(ii)	For Establishment of temporary overground Telegraph infrastructure	Nil
(iii)	Establishment of Overground infrastructure	Rates as the Appropriate Authority may, by general order, specify, if such property cannot be used for any such other purpose. However, for establishment of Poles for installation of small cells and telegraph line, compensation shall be Nil.
(iv)	Usage of Street Furniture for installation of small cells and Telegraph line	(a) For installation of small cells: ₹ 300 per annum for Urban areas and ₹ 150 per annum for Rural areas per Street Furniture, except for MeECL Poles. (b) For installation of Telegraph line: ₹ 100 per annum per street furniture, except for MeECL Poles.
(v)	For the deployment of small cells on building or structures vested in or under the control of appropriate central authorities	Nil

Sr	Particulars	Urban areas (₹)	Rural areas (₹)
(i)	Land usage compensation for Ground Based Towers for 5 years, applicable to State Govt. land only	500 per sq. ft.	250 per sq. ft.
(ii)	Roof top usage compensation for Roof Top Towers for 5 years, applicable to State Govt. buildings only	800 per sq. ft.	400 per sq. ft.

SCHEDULE-IV: DIGITAL COMMUNICATIONS READINESS INDEX**Overview of DCRI: Digital Communications Readiness Index****Sub pillars**

1. Policy for ROW
2. Policy for Shared Duet Infrastructure
3. Policy for Building Codes
4. 5G Rollout
5. Telecom Skilling
6. Infrastructure Support to Telecom
7. Other state policies facilitating telecom sector
8. Institutional access to broadband

Sub pillars

1. ICT Use
2. Status of Telecom Indicators in the State
3. BharatNet

The 7th March, 2024.

No.MSPCB/Gen-2(Pt-II)A/2023-24/219. - In pursuance of the directions under Section 18(1)(b) of the Water (Prevention & Control of Pollution) Act, 1974 and the Air (Prevention & Control of Pollution) Act, 1981 on adoption of harmonization of the classification of Industrial Sectors under Red/Orange/Green/White categories by all the State Pollution Control Board in the Country and the Resolution passed by the Meghalaya State Pollution Control Board to this effect *vide* Resolution No. 3 in its meeting held on 1st December, 2023, the classification of Sand/River Bed Mining from river bed and its floodplains (excluding manual excavation) for the purpose of regulation under the Consent mechanism provisions of the Water (Prevention & Control of Pollution) Act, 1974 and the Air (Prevention & Control of Pollution) Act, shall be as follows and in accordance with the schedule of categorization of industrial sectors with immediate effect.

Sl. No.	Non-Industrial Operations	Category	Remarks
1	Sand/riverbed material mining from riverbed and its floodplains (excluding manual excavation)		(i) Sand/river bed material mining from river bed and its floodplains may cause ecological disturbances, erosion of river bed, change in hydro-geological conditions and river ecosystem, etc. (ii) Cluster mining means that the distance of mining lease area is less than 500 m from periphery of another lease area. (iii) This categorization is made considering the ecological damages and not based on pollution potential/index.
	(i) Mining lease area more than 5 hectares or Mining lease area upto 5 hectares which is part of cluster mining.	Red	
	(ii) Standalone mining lease area upto 5 hectares in area (not part of any cluster mining).	Orange	

Note: Cluster mining as defined in 'Enforcement & Monitoring Guidelines for Sand Mining, 2020' issued by MoEF & CC.

G. H. CHYRMANG,
Member Secretary,
Meghalaya State Pollution Control Board.

The 23rd February, 2024.

No.ITC.45/2022/166. - The Governor of Meghalaya is pleased to adopt the Meghalaya Telecom Infrastructure (Amendment) Policy 2024 to facilitate the process of enhancing the installation of telecom infrastructures and their operations in areas under the jurisdiction of the State Government and to facilitate equitable access of quality telecom services to all by way of high speed access to information and web-based communication.

The Policy will be guiding document to streamline the process of application and granting of permission for installation of Mobile Towers, and fast tracking roll out of 5G infrastructure on street furnitures, laying of Optical Fiber Cable (OFC) both underground and over-ground, In-Building Solutions (IBS) and other telecom infrastructures with time bound provisions.

This Policy will come into force with effect from 1st March, 2024.

PRAVIN BAKSHI,

Commissioner & Secretary to the Govt. of Meghalaya,
Information Technology & Communication Department.

The 5th March, 2024.

No.PER(ARC)6/2024/3. - In continuation to this Department's Notification No.PER(ARC) 11/2023/20, dated 1st March, 2024 the entry at Sl. No. 183-184 shall be added to the List of Services notified under Section 3(2) of The Meghalaya Right to Public Services Act, 2020, with effect from the date of issue of the notification.

Sl. No.	Name of Service	Number of working days for service delivery after receipt of application	Department/ Organization	Designated Official	Appellate Authority
183.	Recommendation for registration under the Meghalaya Procurement Preference Policy for Micro and Small Enterprises, 2020.	15 days.	District Commerce & Industries Centre.	General Manager.	Directorate of Commerce & Industries.
184.	Registration under the Meghalaya Procurement Preference Policy for Micro and Small Enterprises, 2020.	15 days.	Directorate of Commerce & Industries.	Director of Commerce & Industries.	Joint Secretary, Commerce & Industries.

C. V. D. DIENGDOH,

Secretary to the Government of Meghalaya,
Personnel & Administrative Reforms (B) Department
(Administrative Reforms Cell).

The 5th March, 2024.

No.PER(ARC)6/2023/37. - In continuation to this Department's Notification No.PER(ARC)6/2024/3, dated 5th March, 2024 the entry at Sl. No. 185-186 shall be added to the List of Services notified under Section 3(2) of The Meghalaya Right to Public Services Act, 2020, with effect from the date of issue of the notification.

Sl. No.	Name of Service	Number of working days for service delivery after receipt of application	Department/ Organization	Designated Official	Appellate Authority
185.	Profession Tax.	30 days.	Excise Registration Taxation and Stamps Department.	Superintendent of Taxes.	Assistant Commissioner of Taxes.
186.	State Excise-Excise Verification Certificate.	30 days.		Assistant Commissioner of Excise, HQ, Shillong.	Commissioner of Excise, Meghalaya, Shillong.

C. V. D. DIENGDOH,

Secretary to the Government of Meghalaya,
Personnel & Administrative Reforms (B) Department
(Administrative Reforms Cell).

The 5th March, 2024.

No.PER(ARC)10/2024/3. - In continuation to this Department's Notification No.PER(ARC)6/2023/37, dated 5th March, 2024 the entry at Sl. No.187 shall be added to the List of Services notified under Section 3(2) of The Meghalaya Right to Public Services Act, 2020, with effect from the date of issue of the notification.

Sl. No.	Name of Service	Number of working days for service delivery after receipt of application	Department/ Organization	Designated Official	Appellate Authority
187.	No Objection Certificate for opening new College.	90 days.	Office of the Director of Higher & Technical Education.	Director of Higher & Technical Education.	Secretary to the Government of Meghalaya, Education Department.

C. V. D. DIENGDOH,

Secretary to the Government of Meghalaya,
Personnel & Administrative Reforms (B) Department
(Administrative Reforms Cell).

The 26th February, 2024.

No.DC.VII/GenI/88/2008-2024/18. - The Executive Committee, Khasi Hills Autonomous District Council is pleased to revoke with immediate effect the Marriage License of **Mr. Phromingstar S. Marngar** belonging to **Church of the Living God (Khasi & Jaintia Hills)**, granted under Section 9 of the Act 1872 *vide* Notification No.DC.VII/GenI/73/99-2012/18, dated 25th September, 2012 duly published in the gazette No.30 Part IV dated 25th October, 2012.

D. G. SYIEMIONG,

Secretary to the Executive Committee,
Khasi Hills Autonomous District Council,
Shillong.

The 5th March, 2024.

No.DC/L/VI/1/2009-2024/172/67. - WHEREAS, the present term of the Khasi Hills Autonomous District Council will expire on 5th March, 2024;

AND

WHEREAS, the Governor of Meghalaya, *vide* Notification No.DCA.47/2008/364, dated 13th February, 2024, extends the present term of the Khasi Hills Autonomous District Council and its Members for a period of 6 (six) months with effect from 5th March, 2024.

Now therefore, in exercise of the powers conferred under sub-rules (1) and (3) of Rule 36 of the Assam and Meghalaya Autonomous Districts (Constitution of District Councils) Rules, 1951 as amended, I, **Lamphrang Blah**, Chairman, Khasi Hills Autonomous District Council, hereby **summon** the Council of the Khasi Hills Autonomous District to meet on **Monday, the 11th March, 2024 at 11.00 A.M.**, in the Council Hall at Shillong.

LAMPHRANG BLAH,

Chairman,
Khasi Hills Autonomous District Council,
Shillong.